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HAMILTON SEEKS AEROPLANE RACE

Challenges Curtiss for Competitive Flight From New York to Chicago.

AVIATOR PLEASED WITH SUNDAY'S TRIP

Cost of Journey Less Than Fare for Same Distance on Train.

NEW YORK, May 30 .- Admirers of Glenn H. Curtiss today thronged the corridors of the Hotel Astor to congratulate the aviator on his Albany-to-New York flight, detailed in the Sunday evening edition of The Washington Times, which puts him in the forefront of the aviation world. Fatigued by the strain of his 137 and thirty-two minutes, and by the reception accorded him by enthusias-

tic New York, Curtiss rested until late

lionized by enthusiastic throngs. While the enthusiasm over his re markable performance—in many re-spects called the most wonderful flight ever made—still rages, a chal-lenge for a flight more daring was made today by Charles K. Hamilton, aviator who came here from Florida last week to strive for the New York World's \$10,000 prize in case Curtiss should fail. Curtiss' success and re-ceipt of the prize led today to a proposal by Hamilton of a New York-Chicago race.

"I have no desire to disparage Mr. Curtiss," said Hamilton, "but the Albany-to-New York flight is exceptionally easy, particularly with two stops

Greater Feats Predicted.

"It will not be more than two months before feats will be done in the air which will make this seem insignifi-

"It would be magnificent if a good prize were offered for a flight from New York to Chicago. The distance is 960 miles. The terms of the flight should call for its completion within thirty-six hours, with five or seven—

thirty-six hours, with five or seven— not more than seven—stops allowed. I will start a fund to raise a purse with a contribution of \$2,000. That would be a flight worth while. "Aviation has made such wonderful progress, even in the last few months, that it is now merely a matter of being able to carry sufficient fuel. An experienced man is not hampered by ordinary winds." Curtiss, besides winning the New

by ordinary winds."

Curtiss, besides winning the New York World's \$10,000, captured a second prize in his historic flight yesterday, securing the Scientific American's cup for the longest flight in America with a heavier-than-air machine. He had previously won two legs on the trophy, and the latest flight gives bim the cup.

Aviator Feels Soreness.

The aviator declared today, shortly after arising, that he felt somewhat some and stiff from yesterday's trying performance, but that with a little exercise he could put himself in shape

by special train.

"I knew he would do it," said Mrs. Curtiss, smilingly, today. "With good weather, there was no doubt about it. And it has made me tremendously happy. It was the best flight he ever made, and I hope he will let it remain.

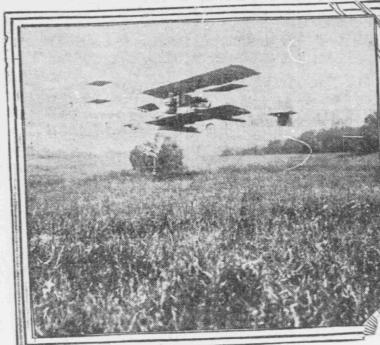
will be satisfied if he never goes up again. He has done enough for the present."

Curtiss himself today declared that the strain of the trip itself was slight compared with that of preparation. "That long wait for propitious weather was the most disagreeable feature of the whole affair," he said. "The flight added much to my knowledge of air currents. That was the first thing I began to study. They tell me that the river boats about Albany whistled me a god-speed as I rose, but I didn't hear it. There was too much doing looking out for the air currents and picking a course.

Like Soaring on Wings.

"If I found the air calm at a great altitude. I intended to map out a course on that level; if better nearer the earth, then to follow the lower course. But the day could not have been better. The air seemed perfectly tranquil. I rose to at least 1,000 feet, and before many minutes I seemed to forget the me-chanical workings of the plane, so smoothly did it run, and began to feel as if I were soaring on wings of my own.
"No more magnificent view could be magined than that of the superb Hud-

TWO VIEWS OF CURTISS DURING FAMOUS FLIGHT





When he appeared he was

Aeroplane Tipped by Air Currents. "Then a breeze came up, but I met it head-on, and stuck to a course over the middle of the river.

middle of the river.

"The growing heat produced a sort of ground swell of air. Ascending waves of hot air, rebounding from the earth, tended to tip the aeroplane, and sometimes would elevate one wing. while a descending cold wave of air would depress the other wing. This is one of aviation's chief dangers, and the cost of the flight is of no less interest. The trip was made with less expense than had Curtiss been a passenger on a train. The plane was run over the distance for less than descend, as I did, to a more stable of the service of the flight is of no less interest. The trip was made with less expense than had Curtiss been a passenger on a train. The plane was run over the distance for less than 2 cents a mile. sometimes would elevate one wing, while a descending cold wave of air would depress the other wing. This is one of aviation's chief dangers, and the only way to escape is to keep on the alert every moment. It is also well to descend, as I did, to a more stable level.

descend, as I did, to a more stable level.

"On landing at Poughkeepsie I felt a peculiar sense of insignificance. After soaring over the landscape, to drop to earth and see things from the normal viewpoint gives a most peculiar sensation for a time.

"I got the worst plunge I ever had at Camelot, while passing through the headlands, where the air is churned up so that even on the surface it gives difficulty. A swift current caught the aeroplane and tossed it about like a newspaper. It dropped forty feet; but those forty seemed like 4,000. I hope I may never go through that again, With great difficulty I swept down to within fifty feet of the river.

View Is Inspiring.

View Is Inspiring. of the skyscrapers, from over the Hudson is inspiring. I caught the first

glimpse of the city thirty miles away, when I sighted the big tower of the "Along the lower part of the city I

had no trouble from air currents sent off by skyscrapers, although some avi-ators have complained that the tall buildings had an influence. I did not find to do the flight again.

He was no more delighted over the outcome of the journey, after four days of waiting, than was Mrs. Curtiss, who followed him from Albany

gave me of the state of the weather prough the Hudson valley, the trip build not have been accomplished." Praise From Aviation World.

Curtiss today received the praises of "His flight is of far more significan

GREATEST

See Last Page This Paper

W. B. MOSES & SONS

WE ARE FOR PLAYGROUNDS: PLAYGROUND BASEBALL DAY, SATURDAY, JUNE 4, AMERICAN LEAGUE PARK. Chamber of Commerce vs. Knights of Columbus HELP THE CAUSE. TWO FAST CLUBS.

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FINAL CLEARANCE

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Sole Agents Caloric Fireless Cookstoves

on valley from a soaring aeroplane. It and daring than the London-Manchester stallation of the motor which is on its wheels for about 190 yards and then

LARGEST AEROPLANE IN WORLD IS NEAR ITS COMPLETION

NEW YORK, May 30 .- The largest

Dear Doctor:-

TIONS ARE MADE:

Replenish Supply of Petrol.

the Medical Trust?

DO YOU want your family under the supervision of a National Health Bureau controlled by the political doctors?

Medical Legislation" under date of May 10th, 1910, from which we quote the following:-

net of the President, is now pending in Congress (Owen Bill, S. 6049). The Con-

gressional elections are to occur within a few months. It is, therefore, of the highest

conventions of ALL parties, men who are in favor of establishing a National Depart-

to support such a measure, if elected The position of all candidates, what-

ever it may be, should be made known to the electors BEFORE THE NOMINA-

Concerning this letter on proposed legislation the New York Herald of May 25th says editorially:

than was ever before conceived, one which would touch and control the life of the people

at a thousand points of contact, and—the most audacious feature of all—would impose the

cost of its own support upon the country to the tune of hundreds of millions of dollars a year.

might not be made to include when once firmly established as part of the federal govern-

ment!-may be gleaned from the statement made by one of its promoters as reported in the Journal of the American Medical Association. It would control hygiene, sanitation, food, education, immigration, public and private relief, labor conditions and a dozen other things, besides 'research laboratories and equipment.' In other words, the American people through

their government would be engaged in experimentation upon living animals—vivisection.

THE NATIONAL LEAGUE FOR MEDICAL FREEDOM

(Non-partisan and supported entirely by voluntary contributions)

B. O. FLOWER, President, Editor "20th Century Magazine" Metropolitan Building, New York City

conceived, much less proposed to be incorporated into the government.'

If you want the United States to con-

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tinue to attend to its own business, the States

to theirs, and the political doctors to theirs,

fee. Just sign and mail to us this coupon, and telegraph or write your Congressman immediately protesting against the follow-

ing "health bills" now before the House:

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join this League.

importance that you at once take the necessary steps

ment of Health with a Secretary in the Cabinet ;

Health in the platform of each political convention

Even now the American Medical Association, which denies that it is using "lobbying" merhods, has a letter out to its members, written on the official letterhead of its "Committee on

A proposition to establish a Department of Health with a Secretary in the Cabi-

(1) To secure as delegate from your county to your Congressional nominating

(2) To secure, if possible, a definite promise from each candidate for Congress

(3) To secure the adoption of a plank in favor of a Department of Public

"Standard Oil is a puling infant in the way of a trust compared with the gigantic 'combine' for which these doctors are working. It would create a monopoly more odious

Some notion of what this trust would be at the start-Heaven only knows what it

Nothing so needless, nothing so audacious in the way of a trust was ever before

The National League for Medical Freedom

your League and send litexature.

Metropolitan Building, New York City.

Please enroll me as in sympathy with the purpose of

Street Address.....

tion at all.

"There was one fall which would have been no laughing matter had there been any wind. It was near Linlithgo, and the problems that the Hudson and not far from Germantown. The plane dropped with a swoop while I left the steering go to arrange the oil pumps. But I caught it.

"Curtiss had to fight more difficult from their own designs, following close-ly the best points to be found in the Farnam, Wright, and Curtiss types, and not far from Germantown. The plane dropped with a swoop while I left the steering go to arrange the oil thusiastic.

"We had come to lock or the lock of the problems that the Hudson and they are confident that the flyer will eclipse all records for long distance flight.

The machine is of the biplane type Its wing spread is forty-five feet and the ength from the front control to the tail s the same. The lifting surface measwhich is an Isotia aviation engine of expect to be able to lift the weight of DICKINSON JOINS

seven men. "I'm going to beat Curtiss," said Seyour, today. "We are going after that sour, today. "We are going after that albany to New York flight. We have thristened our new machine the "Lusiania." I believe I will be able to fly rom here to Chicago without stopping. Seymour and Diefenbach say that the arger the machine the steadier it will by, and their opinion has been borne ut in all recent tests. They expect to have the Lusitania ready for trial lights this week.

Seymour Learns Quickly. Seymour holds all records for learning

aeroplane in the world has been built to fix an aeroplane. He bought a Cur-in the aerodrome of the Aeronautical tiss hiplane a week ago, set it up at Society at Mineola, L. I. Today the fin- Mineola in two days and on the third shing touches were put on the frame- made his first attempt to fly. He drove

was delightful, swinging up there.

"The aviator does not realize that he is suspended in air unless he meets a current that sends the plane plunging. Then it feels like an elevator in a sky-scraper dropping. Not a pleasant sensation at all.

"Curtiss had to fight more difficult to the motor which is stated on the motor which is detailed to the motor which is detailed t cessful double circle of the field, a dis-

Mineola is the aviation center of the ast at present. Half a dozen avlator and builders occupy sheds and ten in the plains and every Saturday an anday the fields swarm with automotions.

and has been pounding away on the Chevy Chase links regularly ever since He has acquired considerable tan and muscle, but as yet he has not acquired

Luncheon In His Honor Given In London By the Royal Organization.

week-end at Edward Burton's country place, in Essex, Theodore Roosevelt to place, in Essex, Theodore Roosevelt today became the guest of the Royal
Geograph: al Club at buncheon. Many
notable guests had been invited.
The luncheon was given at the Hotel
Metropole, Major Leonard Darwin, president of the Royal Geographical Society, presiding.
It was a brilliant offair, given principally in honor of Mr. Roosevelt's
African hunting expedition.
British geographers have a high regard for the ex-President because of his
friendship with Commander Robert E.
Peary, whose ship on the successful

MRS. ROOSEVELT TO SEE GREETING

riendship with Commander Robert Peary, whose ship on the rucces North Pole hunt was the Roosevelt

NEW YORK, May 30.—Mrs. Roose-velt and twenty of her personal guests will witness Mayor Gaynor's welcome of Colonel Roosevelt from a special box on June 18. The box has been provided by Lewis Nixon, who is in charge of the ar-Ixon, who is in charge of the ar-angements at Battery Park, where he former President will be greeted y the mayor. Returning on the steamer with Col-

onel Roosevelt will be Mrs. Roosevelt, Miss Ethel Roosevelt, Kermit Roosevelt, Mrs. Nicholas Longworth and Mrs. E. R. Merritt, a cousin of Colonel Roosevelt.

IN SUNDAY SCHOOL

The girls receiving this year's medals for merit in the Sunday school of the Church of the Nativity at Brightwood are Lona Huck, first class gold medal for general excellence; Lily Peck, second class gold medal for general excellence, and Agnes Daly, Margaret Donoyan, and Lillian King. Other girls receiving medals were Marie Cox, Naomi Cole, Grace Conway, Katherine Schreider, Katherine Hunter Katherine Lynch and Dor-Katherine Lynch, and Dor

The Drillery. Miles Fuller, founder, 1100 New Yorl Ave. Pitman Shorthand, Touch Type writing. Double entry Bookkeeping. Th mer rates. Start now.

"For Automobile Eye Insurance, Ask Druggist for Murine Eye Remedy.

MEDALS ARE GIVEN

GOLFING COTERIE

Secretary of War Dickinson is the atest member of President Taft's golf abinet. The big Southerner was resulty recruited into this choice circle, awards were made yesterday by the Rev. F. X. Bischoff.

LOCAL MENTION

Caverly's plumbing, 1331 G St. N. W.

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For All Occasions

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